



Besancon- New Cheap LRT in France
geoghb@erols.com to: rockvillepikeplan
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03/03/2013 01:08 PM

Photo of new Light Rail Car
<http://tinyurl.com/cbst6qn>

Video showing the route
<<http://www.youtube.com/watch?v=yCeGDTd51xM>>

Map
<<http://www.urbanrail.net/eu/fr/besancon/besancon.htm>>

The Besancon tram website
<www.letram-grandbesancon.fr>

Contact Besancon Tram
<contact@letram-grandbesancon.fr>

Transport Politic - How does Besancon build the LRT for only e16 million KM?
<<http://www.thetransportpolitic.com/2010/10/01/how-is-besancon-building-a-tramway-at-e16-millionkilometer/>>

CAF website - the Spanish light rail car supplier
<<http://www.caf.es/en/productos-servicios/proyectos/proyecto-detalle.php?p=58>>

George Barsky

[Maybe MD and MC should send a delegation to France to see what they know about building LRT]

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The Tramway (Light Rail) Revival in France

geoghb@erols.com to: rockvillepikeplan

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03/04/2013 03:22 PM

Quote:

Currently, eighteen French urban areas have at least one tramway line and by 2014, nine more

towns will have opened their first lines.

In France, the organization of public transport is based on a decentralized administrative system established in the 1980s. For thirty years, land authorities have had great autonomy to develop their public transport

networks in a context of very heavy car use. Today, the car is gradually making way for public transport systems and tramways have been experiencing a revival for several years now. Tramways have been making

their mark over the years because they fit into the scheme of urban renewal, transport planning and environmental concerns.

This is a political choice which is firmly rooted in the sustainable development ethos and enables planners to take a new approach to urban mobility and urbanization projects. Trams have also become a tool for promoting a town, because building a tramway implies a desire to renew the image of the town where it is located.

Many French companies are using their expertise on projects to create tramways and export skills worldwide, ranging from studies and construction to operating tramway systems.

<http://www.developpement-durable.gouv.fr/IMG/pdf/Tramway_GB.pdf>

George Barsky

[Since France knows how to finance, build and operate successful new LRT systems at reasonable cost and schedule, it would behoove MD and MC to send a delegation there to learn the techniques and/or hire them outright]

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Dallas, Texas - Brookville Liberty Streetcar discussed

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03/11/2013 05:05 PM

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<http://transportationblog.dallasnews.com/files/2013/03/DART_Rendering_Full-Unit.jpg>

The downtown Dallas to Oak Cliff streetcar line is the launch customer for the Liberty modern streetcar designed by Brookville Equipment Corp. of Pennsylvania. The Dallas Morning News discussed its appearance and construction

By now you're probably well aware that the Houston Street Viaduct connecting downtown to Oak Cliff is closed – and will remain shut down till at least the fall of '14 as crews make room for those streetcars.

Brookville does call it a light-rail vehicle – as in, "The light rail vehicle (LRV) will be the first-ever American designed and manufactured off-wire capable streetcar to be delivered to a U.S. public transit agency."

This morning Dallas Area Rapid Transit spokesman Mark Ball dispatched Brookville's release heralding the impending streetcar line that may one day stretch from Bishop Arts to the Dallas Convention Center.

Brookville president Larry Conrad says that the company's "engineers, designers, production staff and the entire Brookville team are excited to assist the City of Dallas through the manufacturing of a modern streetcar that improves the city's transportation infrastructure and permits off-wire streetcar transit from an American streetcar manufacturer to an American city for the first time."

BROOKVILLE Liberty Modern Streetcars will utilize an innovative battery energy storage system (ESS) to power the car's four traction motors when off-wire.

Approximately one mile of the 1.6-mile track will require ESS power, allowing the LRV to cross the city's Houston Street Viaduct over the Trinity River without the use of catenary.

Featuring three passenger compartments, the 66.5 foot-long, 8 foot-wide cars will include over 70 percent low-floor area, providing accessible seating for passengers.

The streetcars will run on standard 1435 mm track gauge and utilize BROOKVILLE's industry-proven soft ride trucks powered by four 99 kW AC traction motors while traveling at a maximum speed of 44 mph.

The contract between BROOKVILLE and DART is authorized for up to \$9.4 million and the extension project includes funding from a Federal Transportation Investment Generating Economic Recovery (TIGER) I grant of \$23 million.

The downtown Union Station to Oak Cliff extension is being funded through various grants totaling \$56.8 million, with collaborative agency support between the City of Dallas, North Central Texas Council of Governments

①

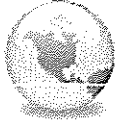
(NCTOG) and DART.

The Oak Cliff streetcar extension is slated for a late 2014 completion and will provide enhanced accessibility to downtown Dallas for residents in adjacent neighborhoods.

George Barsky

[Only MC can't deliver great transit - it insists on mediocrity - a reflection on its lack of transportation leadership]

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Minneapolis, Minn. - planning for Bottineau Corridor LRT
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03/13/2013 05:17 PM

Preliminary concept planning is underway for Met Council's proposed 13-mile, \$1 billion Bottineau Transitway Corridor light rail line, the "finance and commerce" site reports.

The LRT route would run from downtown Minneapolis to the city's northwest suburbs. Here is a map:

<<http://finance-commerce.com/files/2012/05/BOTTINEAU-MAP.jpg>>

If built, Bottineau, extending to Brooklyn Park, would be Met Council's fourth LRT route in the Twin Cities area.

Other lines existing or planned are the starter Hiawatha Line from Minneapolis to Mall of America, the now-under-construction Central Corridor LRT linking Minneapolis and St. Paul, and the planned Southwest Corridor LRT from Minneapolis to Eden Prairie:

One question is how to design stations to link with a regional park and its parkway at Golden Valley, a municipality which initially opposed LRT. And the news story:

<<http://tinyurl.com/a4r8h5w>>

"Plans emerge for Bottineau Transitway's park tie-ins

Mar 12th, 2013

by Drew Kerr

Planners working on the proposed Bottineau Transitway between Minneapolis and Brooklyn Park are getting a handle on how light rail stations could fit into Theodore Wirth Park.

Meetings were held on Feb. 27 and on March 2 to get input on how two stations slated to go on Theodore Wirth Parkway could be melded into the park landscape.

Plans for the 13-mile light rail line call for running trains on the BNSF freight rail corridor east of the park and building stations at Plymouth Avenue North and Golden Valley Road.

Redevelopment opportunities at each site are limited because the stations are surrounded by parkland and single-family homes - elements that led Golden Valley officials last year to resist the route proposal.

City officials have since agreed to additional study of the \$1 billion line, which could be under construction as early as 2016.

Because the freight rail line adjacent to Theodore Wirth Park sits in a trench, designers are working to come up with ways to bring people from the street to transit stations.

At Plymouth Avenue, plans suggest building a "grand stairway" and a new bridge over Bassett Creek, as well as new trails to the Chalet just west of the planned station area.

No park-and-ride is suggested at the station area, seen as a walk-up site for nearby.

At Golden Valley Road, planners see more opportunity to bring in cars and transit connections.

A traffic circle and bus stops could be built on Golden Valley Road, and a multi-deck parking area could be built underneath a park pavilion according to planners.

The hope is to use the area to create a new northern entry to the park.

(graphic caption)

Plans for a light rail station at Theodore Wirth Parkway and Golden Valley Road call for a pavilion, underground parking, a traffic circle and improved transit stops. The light rail station is below grade and would be accessed by stairs or an elevator. (Photo courtesy Minneapolis Park and Rec Board)

Minneapolis Park and Rec Board officials say whatever plans emerge will have to take into account the area's historic designation.

Theodore Wirth Parkway is part of the Grand Rounds National Scenic Byway.

Park officials are also trying to design the project in a way that would preclude future mitigation needs.

The transit planning comes amid a larger effort by the Park Board to come up with a new master plan for the 759-acre park, which has off-road bike trails, a public beach, golf course and Frisbee golf.

The park is also used by cross-country skiers in the winter.

Examples from other parks with transit used during the recent meetings can be seen here;

<<http://www.minneapolisparcs.org/documents/design/wirth/Wirth-BottineauPPT.pdf>>

designs being discussed locally can be found here.

<<http://www.minneapolisparcs.org/documents/design/wirth/SaturdayShow-notesv5.pdf>>

More detailed plans for each of the transit stations are due to be released later this year, along with an environmental study of the corridor.

George Barsky

[A safe bet: They will have their 4th LRT line operating while MC hasn't bought a shovel for its first line]

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Annapolis, Md. - gov's transp't plan draws praise, criticism

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03/15/2013 11:56 PM

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cont.

IT IS NOT TRUE THAT MARYLAND HAS NO MONEY FOR RAIL
Maryland pays for MetroBus that serves Montgomery and Prince
George's counties. It costs Maryland about one-third of what Metro
Bus loses. Each MetroBus passenger-mile costs an average of
\$ 1.40 but fares cover only 30 cents of that, leaving \$ 1.10 for tax
payers to pick up. In Baltimore the buses cost only \$ 1.35 per
passenger-mile less 25 cents from fares so the net result is the
same. \$ 1.10 per passenger-mile for taxpayers to pick up, year
after year and growing.

The Red Line in Baltimore and the Purple Line in Montgomery
and Prince George's counties should not cost more than 45 cents
per passenger mile to operate less 30 cents from fares so the
taxpayers need to help with only 15 cents per passenger-mile, just
one seventh of what bus cost. Saving 95 cents per passenger-mile
on about 150 million annual passenger-miles is worth \$ 142.5
million A YEAR. The Government can take that saving to the
bank and support a bond issue of about \$ 2 BILLION dollars, half
the value engineered cost of the Red and Purple Lines. That will
qualify them for far more than enough federal aid to build the lines
except the Republicans will try to prevent rail transit from getting
the same 80 % that highway and BusWays get.

I am not dreaming. Virginia Railway Express got set up only
because the staff found a way to sell bonds to cover 2/3rd of
the initial investment. I can be done. It has been done, but
too many politicians will not act until they get a gift of money.
They are not willing to work to earn it.

Washington MetroRail would never have finished the Green
Line had not David Gunn confronted the Board of Directors with
the need to borrow \$ 600 million. The lousy politicians were not
about to borrow money they had to pay back but the media
reported on Gunn's offer to get the line built.

I bought the Philadelphia Market Frankford Budd rapid transit cars and
the Pennsylvania RR Budd Silverliner electric commuter cars with bonds. We
got no grants for them. I electrified the Fox Chase branch with bond
money. The RDC's (Budd rail diesel commuter cars) were bought with
Equipment Trust Certificates of a non-profit corporation - Passenger
Service Improvement Corporation. I worked on the development the San Diego
Trolley's first Line to South Bay and had NO federal aid and it was highly
successful as are the other lines there.

E d T e n n y s o n

Ret. PE Transportation Consultant and former State of Pennsylvania
Transportation Director

Mr. Tennyson knows what he is talking about and his critical analyses are
very useful and to the point.

submitted by George Barsky

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